

Federal Company Files Big Order For a Record Consignment of New Taxicabs.

Washington Manager Hopes to Have Fifty Cars in Operation by October 1—Notes of Local Garages and Automobile Owners.

Fifty new taxicabs on the streets of Washington before October 1 is the promise of F. W. Thomas, of the Federal Taxicab Company, who returned from Buffalo last week, where he concluded negotiations with the E. R. Thomas Company for the early delivery of the record-breaking order of cabs.

"Shipments will be begun in two weeks," declares Mr. Thomas, and from then through September we hope to be receiving consignments as fast as the factory can ship them.

"While at the Thomas factory I had an excellent chance to get a comprehensive idea of the field, and take it from me, this enterprise is the biggest yet. In New York, Boston, Philadelphia, and Chicago, as well as Washington, the demand for the cabs before the fall season opens is taxing the makers to the utmost. Moreover, companies are looking over the ground in San Francisco and before the winter is over we will have companies under way in several cities of the Middle West.

"The outlook for winter business in Washington is bright, as can be appreciated from the fact that we have placed this high water order for more cabs. Even during the summer months, which is generally considered a season of dead loss to the cab business, we have had as many calls as we could handle with the cabs at our disposal.

"While at Buffalo I met and talked with Harry Haupt, who drove a Thomas car in the Grand Prix. He shed considerable light on a subject which has been of considerable interest to motorists—that is, why the Thomas does not make a better showing in the French classic.

"Both Haupt and E. R. Thomas are more than pleased with the performance of the car, although it does not look well on paper. The driver takes the blame on himself in a large measure for running the car up a tree, as he expressed it, and although I at first thought this was a joke, according to Haupt, the machine did give a lifelike imitation of performing that very stunt. The trouble occurred on a narrow stretch of road when three cars were bunched and it was up to Haupt to sidetrack his machine or take chances of putting both himself and another contestant out of the running.

"With his characteristic sportsmanship he unhesitatingly ditched the car and probably saved a life or two by his quick headwork.

"But it is not generally understood that we went into that race with little hope of winning, but more with the idea of giving our drivers a taste of racing against foreign cars, and as an object lesson to ourselves. It was an excellent opportunity to demonstrate any weak points in the mechanism, and after the experience gained on foreign shores we are pretty confident of being well up among the leaders in the Vanderbilt event."

Speculation has been free regarding the new Thomas 6-cylinder. Mr. Thomas, who experimented with the new model while in Buffalo, is enthusiastic about the car.

"I sincerely believe that the new machine is a real sensation, not from the standpoint of speed, for it is not a racing machine, but for real service, hill climbing ability and endurance qualities I think it is destined to be a winner," said Mr. Thomas.

"A 6-cylinder car for \$3,000 does not startle the imagination at first, but when the details of construction are considered the marvel is how can it be done. Many of the fine points of the well-known Thomas models have been incorporated in the make-up of the newcomer, which is very much like the big 60-horsepower Thomas model F of this year.

"The weight is only 2,000 pounds, which solves this very serious problem for a large shaft driven car. The excellent results are due to severe simplicity and compactness of design, and the use of the best quality of nickel, vanadium and heat treated steels. Two systems of ignition are employed, each independent of the other. A hand hammered aluminum body is used on the light six, and is similar to that on the high-priced Thomases."

Prospective chauffeurs and amateur drivers are taking advantage of the summer months to "hone up" on the science of driving, according to reports from the Nickerson Automobile School, which enrolled seventeen new pupils last week.

Since its inception the Nickerson school has been popular among those who wished to perfect themselves in the art of steering an auto and both the theoretical course in auto construction and the practical demonstrations of

driving afforded by the Nickerson have been popular.

Three more Overland runabouts arrived here yesterday. Shipments will continue as fast as the factory can supply the demand. Orders have already been placed with the Lewey Garage, local agent for the Overland, in excess of the number now on hand.

G. W. Swank left on Wednesday in a Packard from the Capitol Hill Garage accompanied by his family and J. E. Parson and family for a run to Johnstown, Pa.

Dr. Francis McQuillen and James Flynn of the Capitol Hill Garage spent Thursday of last week in Gettysburg, Pa. They made the trip in a Mitchell Model H runabout.

L. P. Dorsett drove his Glide to Lake Chautauqua without accident and is now making that his headquarters while making a number of short runs in that vicinity. He will return to Washington over the roads August 1.

F. S. Bliven, of Cook & Stoddard, is planning a trip to New York. From there a fishing party will be organized, and the tourists will push on to Canada. Mr. Bliven will be accompanied by his family as far as New York, and Joseph Faulkner will be his guest throughout the run. Mr. Bliven will be out of the city about a month.

Word received last week from E. R. Marden, who is touring the New England States in a Columbia, states that he has not yet encountered any troubles beyond an occasional puncture, and that the going over Massachusetts and New Hampshire roads is ideal. Mr. Marden is expected to return to this city soon after the first of the month.

Although orders have been placed for Elmore's, it is not likely that cars will begin to come in until later in the season owing to the congestion at the factory. About thirty will be the allotment for the Washington agency.

Griffin Halstead left Washington on Friday for a tour through Pennsylvania and New York States. With him was a party of friends. He is expected to return this week.

Two Reo roadsters were received here last week, and were delivered to A. D. Gentner and T. A. Lay by L. D. Moore, the Washington agent.

Guy H. Tolman, of the firm of Thomas & Tolman, has left the city to accept a position with Saks & Co., of New York. Mr. Tolman has been connected with the Washington firm for nearly a year.

L. M. Speir and T. S. Orndorff, both of this city, made trips to York, Pa., and return in their new Pullman roadsters last week.

Thomas & Tolman report sales of Maxwell cars to F. J. Essex, of this city, and to Dr. George E. Lewis, of Rockville, Md.

Dr. A. H. Glennan, assistant surgeon general of the United States Marine Hospital Service, with his wife and Mr. and Mrs. Curtis, left on Wednesday in his Leeder car for a trip through Pennsylvania, New York, and New England, returning by way of Gloucester and the coast. The party expects to be gone about three weeks, and to cover about 1,800 miles on the trip.

Lawrence Robbins left during the week in his Stanley Steamer for a trip through the White mountains, New York, and Pennsylvania. He expects to be gone between two and three weeks.

The Pope Auto Company reports the sale of a Pope-Waverly delivery wagon to the War Department.

Claude E. Miller, of the firm of C. E. Miller & Bro., has resigned his position in the law branch of the Treasury Department in order to devote his entire attention to the automobile business. The business has greatly increased over that of previous seasons, and the outlook for the future is bright. Mr. Miller has every confidence in the automobile business, and believes that this industry is still in its infancy. "While the development in the pleasure vehicle has been a revelation," declares Mr. Miller, "there are other branches of the industry which have hardly been touched upon, such as delivery wagons and large dray trucks. The demand for these is becoming larger every day, and the factories have hard work to keep up the supply."

Allan Walker, accompanied by his wife, took a trip to Baltimore last week

MADE GREAT SHOWING IN GLIDDEN TOUR

PIERCE GREAT ARROW TEAM.

PIERCE ARROW RUNABOUTS.



Pierce Great Arrows were awarded Glidden by default, but declared their intention to return trophy to donor when Peerless refused to run off tie.

HAYNES CAR, Which Finished With Perfect Score. Loring Wagner Driver and Count T. Hingawa Seated on Right. In Rear Seat Is a Passenger.

In his Ford Roadster. He continued for a distance of nine miles beyond the city and used but 24 gallons of gasoline for the entire trip. He had no troubles on the trip. The roads were good in some places, but equally bad in others.

Claude E. Miller, with Mr. Tracwell, Controller of the Treasury, Judge Mitchell, Mr. Tracy and wife, made a trip last Sunday to Rockville, via Bethesda, stopping en route for an hour with George Hamilton at his country home, at the latter place. They stopped for dinner at Rockville, and returned by way of Norbeck and Silver Springs. They found the roads, with some few exceptions, to be in excellent condition. For a day's outing and a trip of about thirty-four miles over good roads and with beautiful scenery, they strongly recommend this trip.

C. E. Miller & Bro. report the sale of Indian motorcycles last week to W. A. Regan, J. Philip Smith, and S. S. Blaisdell.

Frank Kulick, who is to be the driver of the Ford car in the Vanderbilt Cup race next fall, spent a few days in Washington last week. He has been over the course at Savannah, Ga., to be used for the cup race, and pronounced the road first class. Enthusiasm runs high in Savannah over this event. The officials as well as the public are deeply interested and are making every provision for the entertainment of the visitors.

Judging from the number of those who have signified their intention to be on hand today at the watermelon feast given by the Washington Motorcycle Club, the affair will be a pronounced success.

An open invitation was extended to the cyclists of this city to join the club in an outing at Sullyland Park and the response was most gratifying to the members of the club. The affair today is another step in the efforts of the club to promote good-fellowship among District cyclists.

Rudolph Jose, of Cook & Stoddard's garage, is spending his vacation at Boyds, Md.

C. C. Murray left last week for a ten-day trip through the Shenandoah valley in his Franklin.

J. M. Stoddard is away on a visit to the factories, for which Cook & Stoddard are the Washington representatives. He will visit the Franklin plant at Syracuse, the Bancoo factory at Cleveland, and the Cadillac works at Detroit. Mr. Stoddard will be out of the city about one week.

The Cook & Stoddard Company delivered a model J Franklin truck to the District Water Department last week, and a model D Franklin to the United States Signal Corps. The latter car will be used in connection with the balloon tests now being conducted by the corps.

C. W. Kelsey, who, with J. R. Thomas, drove a Maxwell to Boston from this city recently, is in the limelight again, as the driver in a New York-to-San Francisco run. Mr. Kelsey has just returned to New York from Chicago,

where he went to make preparations for the contest. According to Mr. Kelsey, the Model D 24-horsepower Maxwell will undertake the endurance run, even though none of the Glidden tourists should accept the challenge.

The route contemplated for the run is as follows: New York, Buffalo, Erie, Cleveland, Toledo, South Bend, Ind.; Chicago, Cedar Rapids, Iowa; Omaha, Cheyenne, Wyo.; Ogden, Utah; Elko, Nev.; Sacramento, San Francisco. The entire distance is approximately 4,200 miles.

Trade conditions have been rather dull during the past week. The announcements of early delivery of some of the 1938 models continues to have a depressing effect on the sales of the remaining 1938 cars. After a careful review of the plans for 1939, it seems to be clear that there will be no very radical change from present models in most instances.

With the close of the Glidden tour there comes a cessation in the list of sporting events, although a number of races and other scheduled contests have been planned for the fall. There is still some talk of a transcontinental race, but definite information is not forthcoming. Another race meet on or about the first of September at St. Paul is spoken of as a probability. A twenty-four-hour race is also said to be in the formation, to be held at Brighton Beach track early in September. A road race at Long Branch and time trials at Wildwood, N. J., are also announced. It is possible that there may be another track meet at Elkwood Park.

In the international race discussion there is little new since the announcement that the National Association of Automobile Manufacturers had backed the American Automobile Association in its stand to maintain control of the racing situation. It is now said that the representatives of the latter association, who were abroad recently, did not attempt to induce the Dieppe conference to accept the association as a member. This report, which is on good authority, does not accord with the published newspaper reports. But more has been written on both sides of the squabble than strict fact would seem to dictate.

"Following the meeting of the executive committee of the Association of Licensed Automobile Manufacturers, held last week, announcement was made that the Chalmers Detroit Motor Company had been admitted to direct membership," says Wallace Hood, the District of Columbia and Maryland representative of the Chalmers Detroit interests.

"The new license granted the Chalmers Detroit Motor Company is an independent one, and on the same basis as the other members of the association, and the admission of this company to the association is mutually advantageous. The well-organized company and well-equipped factory of the Chalmers Detroit Motor Company make its membership to the association a valuable one to the latter, as it places in the association ranks another low-priced car.

EXPLAINS DEFEAT OF AMERICAN CARS

Foreign Racers Make Elaborate Preparation for the Classic Events.

NEW YORK, July 24.—Harry S. Houp, on his return from France with the Grand Prix Thomas racer, declared that the American racing car could never compete with the foreign racer until he was able to prepare for contests with the same thorough care, the same expenditure of time and effort that the foreigner made to get the result achieved.

He said that the Thomas car had never been tried out at a high speed for a greater stretch than a mile at any time in America, and that when required on the other side to do eighty-five miles an hour it would not withstand the strain. With a trial on this side of the water over an extended stretch at this rate of speed the weaknesses developed might have been remedied in time, but after arriving on the other side it was impossible to do more than make the best of the situation.

Had it not been for the accident which produced a leak in the gasoline tank it would have been possible for the car to have finished the course creditably and to have outlived many of the foreign competitors who were unequal to the test of traveling over the circuit at high rate of speed which they developed.

That so many cars gave up the contest is eloquent testimony to the utter unfitness of the course for such high speed driving. The only car to finish a complete team of three was the Benz, although the Mors finished both of its cars which started, one withdrawing before the start. The entire team of Fiat went out. All the Lorraine-Dietrichs, all the Weigels, two Moto-Blocs, one German, one Renault, one Biazor, one Germain, an Austin, two Porthos, and an Italia and Panhard retired.

Most of the cars that retired showed exceptional speed. In fact, Salzer's Mercedes made the best circuit of the day, establishing a new record of thirty-six minutes and thirty-one seconds for a round at the rate of 78.5-10 miles. Babbler's Biazor made the circuit nine seconds slower, while Thery's Biazor and Szilaz's Renault each made 37.06. Wagner's Fiat, with 31.12, was another car to break the old record, while several approached the old mark closely.

G. W. Barbier, of the Philadelphia branch of the Rambler, was a visitor in Washington last week.

SMASHES CYCLE RECORD.
NEW YORK, July 25.—Chas. Ford, of Chicago, made a new record for the 50-mile (road) distance recently, thereby lowering a mark that had stood for four years. The route covered was from Lincoln, N. H., to Boston, and the time was 3 hours and 36 minutes, an average of more than seventeen miles an hour.

The feat was all the more remarkable by reason of the fact that Ford had never rode over the course before, and the route is a very hilly one. Under the auspices of the Boston A. A. Ford will attempt to ride from Boston to Philadelphia next month, in thirty hours.

THE PROPER PUNISHMENT?
"I have here," began the poet, "a bit of vagrant verse."

"Say no more," responded the kindly editor. "I'll cheerfully give it thirty days in a pigeon-hole of my desk."—Exchange.

NOTES CYCLE REVIVAL.
"The revival of the bicycle business has been one of the remarkable features during the past season," said the head of a Boston auto and cycle concern.

"A year ago an agency sold a couple of bicycles a week, but today it is not unusual to dispose of four or five bicycles a day. This renewed interest is evidenced in no better way than the parading of bicycle races in various cities throughout the country. At Newark, N. J., a new stadium has recently been built, with a seating capacity of 8,000, and it is filled nearly every time races are held there.

"This has also been the experience at Paterson, N. J., where a stadium for bicycle racing has just been completed, and other cities are rapidly falling in line."

HOLDS AUTOMOBILE OWNER NOT LIABLE

Important Decision by New York Court May Set Precedent for Other States.

NEW YORK, July 24.—According to a decision by the appellate division of the supreme court, the owner of an automobile is not legally responsible for injuries inflicted upon a third person by the vehicle when his chauffeur is driving the car for his own use without the owner as a passenger and with the owner's consent.

George Cunningham sued Burton S. Castle for damages for injuries sustained in being run down by the defendant's automobile at Eighty-first street and Central Park, west, on September 12, 1934. In the lower court it was shown that the automobile was being driven by Harry Boes, Mr. Castle's chauffeur, who had received the owner's consent to use the car for "an hour or two" for his personal pleasure or business. A jury awarded a verdict for the complainant. The decision on the appeal reversing that finding and ordering a new trial, read by Judge Clarke, held in part:

"It is urged that the automobile was a dangerous instrumentality, and that, having been entrusted to the chauffeur, the liability of the master still attached, because of its dangerous character. The automobile is not necessarily a dangerous device. It is an ordinary vehicle of pleasure and business. It is no more dangerous per se than a team of horses and a carriage, or a gun, or a sailing boat, or a motor launch.

"If a gamekeeper had borrowed his master's gun and had gone from the estate on a hunting expedition of his own and had negligently shot a man, would the master be responsible because he was using that instrumentality, which might be dangerous if carelessly used, the gun?"

MUDD BARS MERKEL; DEFI STILL HOLDS

Seamark's Machine Not Within the Limits of Challenge, Declares Reading Standard Agent.

Auto Editor The Times:
I have noted in your issue of July 19, a letter by Harry F. Seamark, agent for the Merkel motorcycle, in answer to my challenge of Sunday, July 12.

I stated very plainly in my letter that I would enter a Reading Standard single cylinder stock machine against any other 1938 stock model of equal price, which I think is a fair proposition.

The catalogue price of the Merkel is more than that of the Reading Standard, and when equipped with spring forks as the Reading Standard is, the price is considerably more. Therefore, if I were to accept Mr. Seamark's offer it would open my challenge to any single cylinder motorcycle on the market, regardless of how much more the horsepower than the Reading Standard.

I offer to race any machine of equal price, as outlined in my previous letter, is still open to any one who may wish to accept it.
Yours very truly,
T. N. MUDD, JR.
July 19, 1938.

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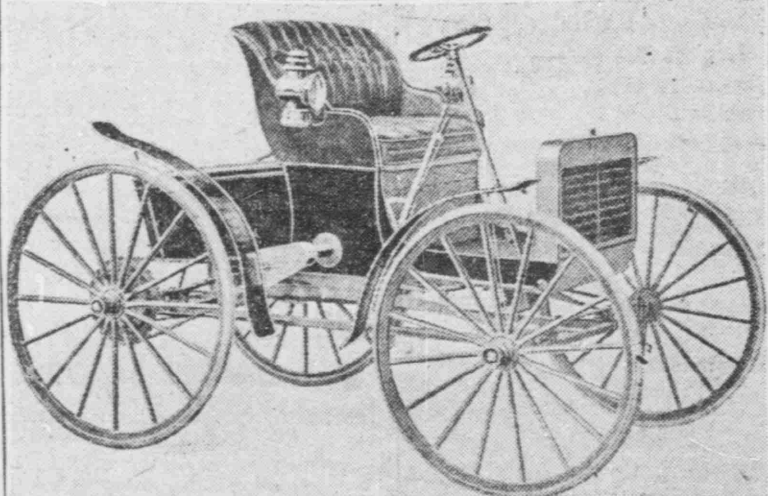
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